

PERIHELION 126



Comet Class Association

Autumn 2018

Editorial

Well that's the Open season closed for another year. Time for reflection and forward planning for the 2019 season.

Chris Hatton walked away with most of the Opens and both Championships but Bob Dodds literally drove himself into first place by attending all but one Open (Redesmere was cancelled!) and both of the Championships.



Unfortunately some reports were not written which is a pity as not only do the wider Comet family get to know who really did what and why but the organising club lose out on full publicity for the following year's event. Organisers please look out for a 'Report Pro-forma' to aid in report writing.

Please see the centre pages for the pull out Programme for next year. Please note that to date both Hunts and Baltic Wharf are provisional.

Whilst Perihelion has and no doubt will continue to be about Comet Racing, Tuning, etc it is really nice to include items about Comet people. It is with great pleasure that I am able to inform you of the wedding of our former Junior and Ladies champion - Catherine Bellamy. She married Emily Whittaker at a Wedding Barn near Leek in Staffordshire earlier this year. Congratulations to you both.

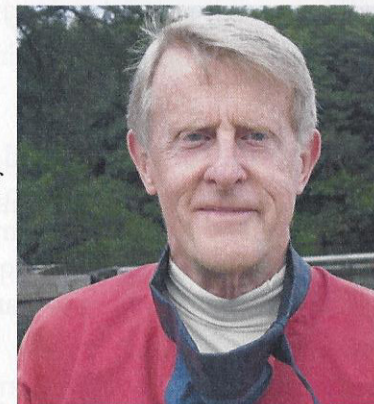
Nigel Fern
Comet 845



Chairman's Report

Chair's mutterings

I have just been reading my report from the end of 2017 and wondering whether I just change a few dates and places and pass it off as this year's report. We seem to have had two years with similar weather and problems. Too much wind at some events, not enough at others and having to cancel an event due to storms. Even our final open at Staunton Harold might have been cancelled through lack of water. However, a much reduced water level at Staunton still leaves a sailing area bigger than many of our open locations, so the show went on as usual and we had a very good event to close the season. What surprised me was having to walk over so many fresh water mussels to get to the water's edge, something I have never seen before.



Once again Chris Hatton was invited to take part in the Endeavour Trophy at Royal Corinthian Yacht Club on the Crouch this year. Chris accepted and took part with a different crew from last year. He may not have been amongst the leaders but had an exciting weekend sailing the RS200 in very demanding winds and really enjoyed himself gaining valuable experience in sailing this challenging class of boat.

After a number of years with Chris showing the "old men" how to sail we now have another young sailor, Mark Waterland from Tewkesbury, who is joining the circuit and doing well. We look forward to his challenging the established helms.

Hats off to Bob Dodds for going to every open event this year. He only just missed the full set as Redesmere had to be cancelled for safety considerations at their lake due to the high winds that were forecast.

One thing I noticed going around the open circuit this year is the new White Xtra sail. It is popping up more and more and both it and the old

Xtra sail have been quite competitive this year. The new sail has provoked some discussion around the class both for and against and we will have to see how things pan out for the future. The old Xtra sail will still have its adherents for use in higher winds for lighter and less agile helms.

Next year the Association and National Championships have been brought forward in the year to help the overall programme and to try avoid weed interfering with important events. One is in the West Midlands and the other just north of London. Both are within easy reach of most of our members so I am looking forward to good numbers of competitors at each.

Some of you belong to clubs that don't sail over the winter but there is one event you could enter and that is the Bloody Mary in early January at the Queen Mary Reservoir, West London. Recently we have had a few dedicated helms who have taken part. If you would like a challenge against almost every other dinghy class on a large stretch of water, give it a go.

It is a tradition, so I have been told, that the Chairman selects a new password for the members section of the web-site. We have always had the name of a comet, celestial that is, that will appear during the year. So, I have done some research and it seems 2019 is not a good year for Comet sightings. However, there is one which should be visible and I have selected that:

Wirtanen2019

I hope you all have a Happy Christmas and wish you all the best for the New Year.

John

Secretary's Report

Another season has come to an end all too quickly. My report begins much the same as last year at this time.

Chris Hatton is the National and Association Champion for 2018. Well done Chris yet again.

The Pingewood Trophy was awarded to Bob Dodds for competing in every event this year.



The Fate Plate was awarded to Helen Leivers for continued interest in the Comets during a physical and emotional year and completing the Nationals.

The Hossell Plate was awarded to Bob Dodds for being a good Ambassador for the Comet Class and completing all events this year.

Norah Jagers Trophy was awarded to Chris Hatton for his personal article on Racing at the Endeavours 2017.

All well deserved.

Notes from the AGM

- Comet no. 1 is being stored at Hawley Lake Sailing Club until an interested person can be found to buy it, it does need some work doing to it! The double trailer is to be sold also.
- The White Xtra sail was adopted into the Class Measurements Rules. The sail to be monitored during the next year. The updated Rules should be on the website soon.
- There is to be an increase in subscription from £18 to £20 for Full and Associate Membership and £24 to £26 for Family Membership from 2019. There hasn't been an increase for four years.
- Honorary Membership was offered to Norah Jagers which she has accepted.
- New Committee member is Peter Mountford. Welcome Peter.
- Helen Leivers was re-appointed as Auditor for next year.

Pre-Warning

The Association Championships will be at Severn Sailing Club on the weekend of 18/19 May 2019

The Nationals will be at Fishers Green on 26/27/28 July 2019. The AGM will be on Saturday 27 July 2019

The rest of the schedule is coming together and Steve will report on a previous Club being included again in our programme.

The Dinghy Show on 2/3 March is being organised by Chris Robinson with Andy on the Stand as well to advise. Please get in touch if you can help, if only for an hour is much appreciated. Let's hope the weather is kind to us this time and we can get the full effect of what becomes the start of the Sailing Season for many.

That just leaves me to wish you all Merry Christmas and a Happy New Year from the Committee.

Liz Hossell – Class Secretary

Builder's Report

Its that time of year I reflect on what I've done this past year and start to plan what I'd like to happen the next year!

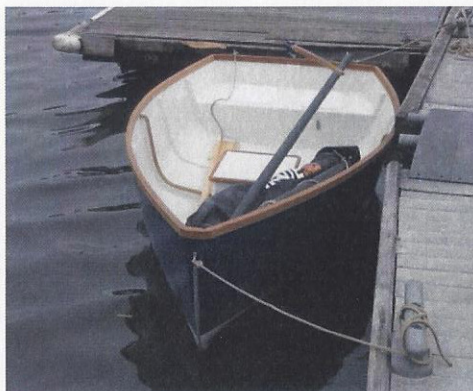
It's been busy, but not totally Comet wise if you know what I mean.

I've always had an urge to design, make or even just modify things. This time last year I'd just finished modifying the front of my Morgan, no I didn't crash into something, I made some "extra bodywork" to go on the front. Even though I only wanted to just do it for myself, being a GRP boat builder, I had to make patterns, then moulds and eventually some GRP panels just for what might be a custom "one-off". Needless to say, I am now looking into showing it off a bit and maybe making more of them for other Morgan owners.

During the Xmas break and beyond I designed and built a flat bottomed canoe/kayak from one sheet of plywood. Beautiful lightweight 5mm marine ply 10' x 5' rather than the usual 8' x 4'. It looks better than it sounds but as I hadn't sat in a canoe since my scouting days it wasn't as stable as I remembered.

In the spring I then decided to build another "one-off" dinghy to use as a tender on my motorboat in Falmouth. Starting with a Comet Zero hull, which although the same length as a Comet is more traditional with more depth and you can row it and put an outboard on the back. I then extended the sides up with a "plank" of GRP as well as adding a tapering keel all the way underneath to a depth of about a foot near the stern. This keel protects a non lifting rudder shaped like one on a Thames Barge and the bottom half of an electric outboard motor, a cheap "trolling" motor £200 new rather than the new expensive ones. The only other bit of the motor





used was the switch unit with 2 reverse speeds and 5 forwards. One or two 80 amp batteries fit in a box in the middle.

Even if I say so myself, I'm really pleased with the result. On "middle" speed, two up, it will run for two hours and still show 12volts+, on one battery.

I also added a sail, a Comet Mino but higher boom but it seemed a bit lively, this isn't a boat you'd want to capsize! A better rig was a tracked mast using a 30 sq. ft sail with a halyard. The motor is virtually silent so its great fun to switch it on when sailing to get the apparent wind up and other dinghies wind up, as well, sometimes!

Getting back to Comet business, a long weekend in September saw a trip to the grandchildren in Dover via Cotswold returning a repaired Comet, East Sussex delivering a new Comet, Chipstead collecting a repair Comet and back to Devon via Southampton Boat Show. The repaired Comet now going back to Chipstead as a White Xtra with a couple of white Xtra sails for other Comets there.

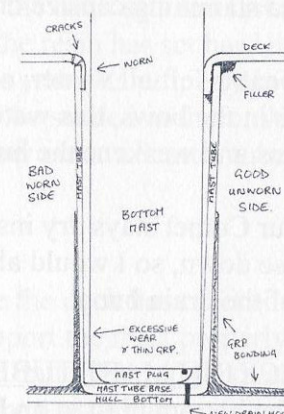
The Dinghy Show next year will be a bit easier next year with just one Comet on the Class stand although I have to pay the RYA a not insignificant sum as a "trader" on the stand. The Comet though is already sold and after the show going to, guess where, Chipstead. That makes 9 Xtra's or rigs there now out of a total of 30 at time of writing. Talking of the Dinghy Show, I am planning to take a few spares and sails etc. but if anyone wants anything special or a new sail taken there, give me a ring a couple of weeks before.

Off season, it can be a bit quiet here, unless I'm doing one of my "projects". There's a new grandson in Falmouth, Arlo, joining big brother Milo so weekends can be a bit longer than usual. Always feel free to phone me on the mobile during the week if there's no answer at the office.

Comet Mast Hole by Andy Simmons.

With the vast majority of Comets being built way back in the late 80's and into the 90's we are beginning to see a few age-related problems on some of these older Comets.

The most important one of these is the mast hole at the deck and the bottom of the mast tube. The drawing shows a cross section of the mast tube in a Comet. One half shows, in theory, how it is when new, the other shows how it wears.



HOW THEY ARE BUILT

The bottom of the mast tube is bonded into the bottom of the hull with a jig when the hull is still in the mould. When the deck is bonded on to the hull, there is an overlapping join with filler at the deck hole. On later boats from 450? onwards there is a flange on the top of the mast tube for extra bonding area plus the front screws of the downhaul and outhaul blocks pass into this flange as well.

HOW IT WEARS

Depending on how clean the mast tube is kept, the mast will always wear through the anodizing at the bottom and around the deck hole area. This shouldn't cause alarm as the metal mast tube is 4mm thick. If a Comet is here for repair and even if the mast deck hole isn't damaged, I will often paint a new coat of gelcoat around the deck hole if it looks worn with the GRP showing instead of gelcoat. This sometimes needs a bit of sanding to get the mast back in! Don't forget there will always be a bit of play as the unworn part of the mast has to go through.

Even if the deck hole looks fine it's a good idea to check the wear at the bottom of the mast tube as serious wear here can have disastrous results! Basically, the mast wears the GRP tube so thin that the tube becomes detached from the bottom of the hull and the mast tilts over maybe 10 or 20 degrees causing a lot of damage to the deck.

Excessive wear in this area can be weakened by the boat blowing off the trolley with no apparent damage, but the final "break" usually happens after a slamming capsize or even a very hard gybe.

If a boat is left all winter, or more, nose down, with a gallon or two of water in the bows, this water seems to "stew" going stagnant and slowly softens and weakens the hull/mast tube bond.

If your Comet stays dry inside, then fine but it can get in around the hatch if nose down, so I would always prop the nose up to allow a bit of drain out of the drain bung.

CHECKING MAST TUBE BOTTOM WEAR

Put the bottom mast in and using a couple of thin wooden wedges, a dissembled wooden springy clothes peg is ideal, jamb them in the gap between mast and deck to take up any play. With your hand on the mast 15" above the deck, check how much the mast moves side to side and fore and aft. The movement of the mast 15" above the deck is the same as the play or wear at the bottom of the mast. Even on a new boat there has to be some play but if the mast can move more than 6mm or 1/4" total side to side etc. then I might worry.

REPAIRING THE WEAR

The boat must be levelled so that the mast tube is dead vertical. Using a 2' piece of wood, say 1 x 1/2" with a piece of rag wrapped round the end, the bottom couple of inches of mast must be cleaned. The rag can be wet but use kitchen paper to make sure its thoroughly dry. When you look down there with a torch you sometimes see where the mast plug has worn the middle of the bottom into a depression. I have occasionally seen my feet or the dinghy park down there when the bottom mast plug has been missing for a while and the mast end has worn a crescent shaped hole clean through the bottom.

To repair this, you can pour a small amount of gelcoat resin neatly down the middle of the mast tube trying not to get it on the sides. This makes a new mast base (put a bit of masking tape on the hull if you actually have a hole through).

Use a 1" "throwaway" paint brush taped to the stick to paint a thin coat a

couple of inches up the sides of the tube. Ideally this renews the bottom of the mast tube taking away most of the play and delaying further wear. Sometimes too much resin is put on the sides or the resin sets too fast and the bumps don't flow out. The day after, check the resin has set hard and see if the mast goes fully in. It should be obvious when its properly in but if its tight to twist and not fully down it needs to be sanded in there. We have and can supply pieces of tube with sandpaper on or a "cutter tube" to sort this.

REPAIRING DECK MAST HOLE

Recently we have had a few early Comets where the deck has cracked partly or even all around the hole. This can't support the mast properly and has to be fixed. This repair isn't really D.I.Y. but I'll briefly explain what I do. The deck blocks are removed and make a note if one of the front downhaul and outhaul screws have stripped.

The deck GRP is ground back with to sound GRP with a very gradual chamfer or gradient. The remains of the deck still inside the top of the mast tube are removed and new GRP is bonded on from the deck down into the top 1" or so of mast tube. After setting, this is usually added to with another layer and after more sanding new gelcoat is applied and sanded and polished. As I said, this isn't really a D.I.Y proposition and usually is a 5 hour job.

When the mast tube breaks away from the hull, the damage around the deck hole is usually so large that after grinding back to sound GRP on the deck the hole exposed is big enough to get your arm in with an angle grinder to clean the inside of the hull before re-bonding the old or a new mast tube back in. great care needs to be taken on getting the position and rake spot on.

I used to avoid putting an inspection hatch in the deck but nowadays a white one put on the foredeck forward of the mast hole could help a repair. With the boat the right way up new GRP could be added to the new mast tube and hull join, and with the boat upside down, new GRP could be put around the deck and mast tube join, reinforcing and "mending" a cracked deck hole. The cracks around the deck hole could possibly be sorted by just filler and a bit of gelcoat. This type of "fix"

could be D.I.Y but isn't what I would do here, but I do have the skill to do the more difficult but better repair described previously. Sorry if that sounds a bit big headed!

Even if there are no cracks around the mast hole, the deck can become neatly unbonded from the mast tube especially on older Comets without the flange on the top of the tube. What happens is that when sailing, and the rig tensioned up the deck lifts neatly off the tube and as soon as you come in the ropes are loosened and the deck neatly fits back on. To test this, without mast fitted, try lifting the deck up using a bit of rope in the deck kicker block, you may have to put a knee on the deck edge as well. This is quite a simple mend with epoxy glue or even polyester filler and I can give you some advice.

ANOTHER HOLE IN A COMET

In the past, Comets have taken their masts down when derigged. Invariably there is usually a bit of water in the tube and I always recommend you wash it out with a hose now and then. Nowadays with the introduction of Zippers on standard sails and the Xtras more masts are being left up, some all year round. Water from rain running down the mast and whilst sailing never goes. Weighing up the pros and cons I have started drilling a 3mm drain hole in the bottom of the boat dead central or alongside the keelband on older boats exactly 2664mm from the transom with a tape measure end hooked on the transom and the tape running alongside the keelband or down the centre. Pieces of masking tape can hold it in position. The hole will emerge towards the side of the mast base when viewed down the hole. An off centre hole helps the mast hole drain away from the bottom mast plug. When sailing, only a bit of clean water is in there lubricating the mast swivel. As soon as the boat is out of the water it drains away and stays dry. We are also drilling a 3mm hole in the side of the mast bottom plug just below the end of the tube to drain water in from rain and capsizes. RZ Aeros have a similar hole in their hulls. I apologies if this article has caused any panic but like me and you the majority of the fleet are getting on a bit and cracks are starting to appear! If you're worried, feel free to send me some sharp photos of your mast hole but even if it looks OK I would check your wear in the bottom of your wear in the bottom of your mast tube using your bottom mast as described. Or even get me to have a look if you see me at your club.

RYA Dinghy Show 2nd-3rd March 2019



As in previous years the Association has arranged a stand at the RYA Dinghy Show at Alexandra Palace on 2nd-3rd March 2019. This year our stand is where it would have been last year had snow not disrupted things, resulting in us moving to another location. Unlike previous years there will only be one Comet on display, a White Xtra. Andy Simmons, Comet Dinghies, will be on the stand over the weekend.

We will need some volunteers for the Stand each day, so if you are interested please let me know. We have different crews each day and we have enough people so that we can all take a break and have a look around. If you are on the stand then you also get in free!

If you don't wish to go on the stand, but are going to the show you can use the following discount code to get a 10% discount on tickets:

RYAEX10221

This is a new offer brought out by the RYA this year. Although the

discount code is associated with the Comet Class Association there is no limit on who uses it or how many times it is used. Other exhibitors also have discount codes, and the exhibitor with the most discounts gets free advertising in the RYAs magazine.

Tickets for the show are available now and can be purchased from the RYA Dinghy Show website <https://www.rya.org.uk/dinghy-show/Pages/tickets.aspx>

As in previous years there will be a number of talks at the Show.

Currently the RYA have confirmed the following:

- An Invictus Games sailor talking about the Games and how sailing changed his life,
- How to be your own coach
- Weather talk from Simon Rowell
- Environmental and sustainability talk
- Self-coaching talk
- Foiling talk
- Fitness talk
- Tokyo 2020 update
- Rigging demos
- Laser sailing top tips
- Dinghy cruising/adventure talk

Chris Robinson
Comet 63 & 867

Comet Open Baltic Wharf Open 2018

Thirteen boats attended even though light wind was predicted. Wind was consistently stronger than predicted with sunshine all day.

Race 1

The first race consisted of a figure of eight between the slipway and marina. It was a consistent start from the whole fleet away from the wall on starboard with the fleet reaching the first mark together. Bob got ahead in the light and patchy early wind and led to the end. Chris caught and passing Eddie on the second lap and chased after Bob to take second.



Race 2

The second race was set as a nearly head of the harbour over one lap. The leaders of Chris, Ben, Bob and Eddie had a considerable lead over the rest of the fleet by the windward mark. The wind filled in from behind and allowed the whole fleet to reach the leeward mark together with only a short beat to the finish to separate the positions. Bob managed to get to the pin end of the line first and take a second bullet ahead of Eddie with Ben getting ahead of Chris to take third.



Race 3

The final race was another figure of eight course in the opposite direction. A squeeze together at the leeward mark resulting in some discussion and scratching of heads over the rules afterwards. Chris stretched out a lead over Eddie to win the final race. Third place was decided in the final short beat to the line between Richard and Ben.

Bob finished first overall with two firsts, Chris finished second with Eddie third overall.

Baltic Wharf Comet Open

Date	June 3rd							
	Sail No.	Sail	Club	R1	R2	R3	Pts	Pos
Bob Dodds	869	S	CMYC	1	1	RTD	2	1
Chris Hatton	48	S	BoSc	2	4	1	3	2
Eddie Pope	377	S	OSC	3	2	2	4	3
Ben Palmer	597	S	BWSC	5	3	3	6	4
Richard Steptoe	484	S	BWSC	4	10	4	8	5
Peter Mountford	864	Xw	SHSC	6	5	5	10	6
Henry Jaggers	800	S	Beer SC	7	9	6	13	7
John Coppenhall	532	S	Hunts SC	8	6	7	13	8
Isla MacNeal	847	S	BWSC	12	7	9	16	9
Scott Waterton	412	S	TCSC	9	11	8	1	10
Mick Parnell	830	S	BASC	10	8	10	18	11
Richard Walker	104	S	BWSC	11	DNS	DNS	24	12
Mark Hicks	105	S	BWSC	13	DNS	DNS	26	13

Cransley Comet Open

With 7 visitors (including a few ex National Champions) and 8 home sailors (4 of them teenagers, one fresh out of Level 2 just a few weeks earlier), the Comet Open at Cransley was poised to be an interesting event.

The wind was a northerly but was prone to swinging wildly through the woods to the east, creating an infamous "Bermuda Triangle"! This caught a few visitors out on many of the beats. The course was primarily a Figure of 8, and suitably briefed and fed, Race 1 got underway. Eddie Pope (Ogston) immediately set out his stall and despite being chased by myself, was far too nimble in the everchanging shifts. Charlie Guyett from Cransley showed early promise but a dodgy mainsheet knot saw his chances fade. With Bob Dobbs chasing hard for 3rd and most of the visitors starting to adapt to the Force 1-2 with freakish gusts of up to 3-4.

The 2nd race, after a sumptuous lunch, promised to be increasingly tactical.

Race 2 saw myself edge away from Eddie who caught a lump of weed on the first beat and never recovered. Like a limpet, Bob Dobbs pursued but no cigar, whilst Henry Jaggers (who does have a cigar, well cigarette whilst sailing!) carved his way into 4th. At this point I have to point out that the Cransley boats were having their own battle royals and from the amount of laughter and screaming from the youngsters were enjoying it immensely – just how it should be!



Race 3 started with a different start line as the wind had decided that a shift to an easterly would make it more interesting. Young Charlie led the field for a couple of legs before the tussle between Eddie and myself recommenced, although the 13yr old held on to 4th place behind Michael Ettershank. The remainder of the fleet appeared to contemplate going for

a swim to cool down from the frustrations around the central mark of E which was either approached at speed or drifted up to!! In the end Eddie broke free and took the trophy.

We had visitors from Cornwall, Devon, home counties (inc Crawley), Hunts, and UpRiver, I think they enjoyed the challenge of Cransley – if not the Afternoon Tiffin tea made up for it at the end.

Well done to all who took part (Eddie, Bob, Chris, Michael, John, Brian, Henry, Charlie, Sarah, Julie, Rhian, Emily, Tom and Niamh + me) and to the race, safety and shore crews – cracking days sailing!!

Nigel Austin
Comet 875
Cransley SC



Hawley Comet Open 2018

This year Hawley was fortunate in having beautiful weather. The wind was light from the south-west but swung occasionally to south-east. It was not as fickle as it can be at Hawley. We had twelve competitors, a few more than usual for this event. There were four races, two before lunch and two afterwards.

Race 1

In the first lap Bob Dodds established himself in the lead which he maintained throughout the race. Chris Robinson had less fortune, having been second after the first lap, he lost his position with Ben Palmer coming through into second place which Ben held to the finish. Annette Walters, having started near the back, steadily made her way up to the field into third place by lap three and remained there until the end.

Race 2

Henry Jagers won race two but this race was to be no procession. Bob got out in front with Henry second and Chris in third. Lap two saw Annette slip past Henry into second place whilst Chris slipped to fourth. By the end of lap three it was all change again, Henry was now in first place which he held to the end of the race, Annette was second but Bob had slipped to third with Chris in fourth. The last lap saw further changes. Whilst Henry retained his lead, Bob got back into second place with Chris coming back up to third and Annette slipping to fourth.

Lunch was taken after race two which consisted of an excellent hot meal of home cooked sausage and vegetarian casseroles which were very well received.

Race 3

This saw yet another shuffling of the helms. Annette was in the lead in lap one followed by Chris with John Sturgeon in third. During lap two Annette and Chris held their positions but John had slipped to seventh and Bob came up from fifth to third. By the end of lap three Bob was in the lead with Annette second and Ben third, the order they maintained until the finish.

Race 4

The final race saw Bob establish a lead in the first lap, which he held throughout the race. By the end of lap two the first two places were

established, Bob in the lead, Ben in second. By lap three it was only the lower placings that were in contention. Michael was third with Chris fourth and Annette fifth. On the final lap Annette and Michael changed places giving the result as Bob, Ben and Annette in that order.

Overall a good days racing thanks once again to the work of Andy Pearse and Mick Ogle as race officer and safety officer respectively.

John Sturgeon - Comet 400

Comet Class Association Results Sheet									
Event		Hawley Lake							
Date:	Aphelion		East / South						
Helm	Boat No.	Sail	Club	R1	R2	R3	R4	Pts	Pos
Bob Dodds	869	S	CMYC	1	2	1	1	3	1
Ben Palmer	597	S	BWSC	2	7	3	2	7	2
Annette Walters	323	S	WGCSC	3	4	2	3	8	3
Henry Jaggars	800	S	BeSC	4	1	6	6	11	4
Chris Robinson	867	S	BuSC	5	3	4	4	11	5
Michael Ettershank	84	S	URSC	6	5	7	5	16	6
John Sturgeon	400	Xw	HLSTC	8	6	5	7	18	7
Peter Mountford	864	Xw	SHSC	7	8	8	8	23	8
Carol Butcher	614	X	HLSTC	10	10	10	10	30	9
Steve Gregory	57	S	FPSC	12	9	12	9	30	9
Tim Higgs	847	Xw	BuSC	11	11	9	11	31	11
Brian Welham	801	S	HSC	9	12	11	12	32	12

Mudeford Comet Open 2018 – A Personal view

The Comet Open is on the first day of Mudeford week.

It is one of my favourite venues as it has a good sailing area and is the Open with the most consistent wind. Due to the tides Mudeford had an early start this year (first start 10am!), so I left home at 6am and arrived by 7:30. With the hot summer I was expecting more of the same at Mudeford and only packed a shorty wetsuit and T shirt. I was surprised to find light rain showers on the drive to Mudeford, but it was dry by the time I arrived. On arrival Henry Jaggars announced that he was going to use his Mino rig. This was a surprise to me, as I had assumed it would be light winds as it had been for the entire season so far.

Once rigged, I paid some attention to the wind and weather and realised that Henry was right as there was quite a bit of wind. I should have paid attention to the weather forecast! I added a sweatshirt and spray top to my shorty wetsuit, and hoped this would be enough to keep me warm. It turned out that this was sufficient, as moving around the boat keeps you warm.

Race 1

I arrived at the start line for race one just in time for the start – with the sailing time limited by the tide the Race Officer doesn't wait for stragglers! Fortunately, despite no time to plan what I was going to do, I still made a reasonable start that was good enough that I was first at the windward mark. A laser capsized just after the mark and I had to sail behind it before bearing off on the run. This left me close to the shallows and almost running by the lee. I decided this wasn't a good position to be in and gybed, allowing me to sail away from the shallow area. The three boats behind – Ben Palmer, Bob Dodds and Michael Ettershank didn't follow me and this proved to be faster. They caught up, with Ben taking the lead by the leeward mark. We approached the mark close together. Unlike the others I had to gybe around the mark but I managed this without difficulty or losing places. The next leg was a planning reach through moored boats to the gybe mark. It was rather hairy, especially as there were four of us very close together. I lost another place to Bob, who almost nose dived as he passed. The next mark was a gybe mark, set up

right in front of the clubhouse for the spectators. To the disappointment of the spectators we all got around unscathed and reached back to begin lap two. I managed to catch Bob on next beat to regain second place and then there were no other changes. After the finish we sailed in for a bacon butty, and found that it was raining! The results were also not as we expected, as it turned out that Tim Higgs had beaten everyone! A brief investigation showed that the Race Officer thought that Tim couldn't possibly be so far behind everyone else and assumed he must be leading, which resulted in him being finished a lap early!!

Race 2

It was not long before we started race two. I decided that the line was biased to the pin end, so I got set up on starboard tack ready to sail towards the pin. As I approached the line Bob sailed over the top of me. I decided that I had to let him pass as there wasn't much line left before we reached the pin. This proved to be the correct decision; Bob had to slow down to make sure that he didn't get to the pin before the gun and then he drifted to leeward of the mark. He had to gybe around to start, which left clear water for me to start right at the pin end. By the windward mark I was in second place behind Ben and being chased by Michael. There were no changes in place in the first lap but on lap two Michael came up right behind me on the run. I needed to keep ahead of him to ensure I had water at the gybe mark, at which point it was only two short reaches to the finish. As we approached the mark I heard a welcome sound from behind – a loud bang as Michael capsized to windward! (*Not very charitable but understandable! – Ed*) This left me in a safe second place.

Race 3

For race three the pin was still the favoured end of the start line. I lined up behind Bob, and it was déjà vu as Bob drifted below the pin again. So I got a good start and into the lead. However, I ran aground shortly after the start, right in the middle of the harbour! Fortunately, the bottom is soft so the boat didn't stop completely and I was able to pull the board up, tack and carry on. On the run got I caught by Michael, while Ben seemed to have disappeared. Perhaps he had capsized? Michael capsized on the gybe leaving me to take the lead. However, my lead was short lived as I capsized too! This allowed Ben, who had reached off to find a quiet spot to do his gybe, to pass. Michael capsized again, so this left Ben and I

clear ahead. I managed to catch Ben on the final beat. Ben reached off on the run again, but it didn't pay off this time. I arrived at the gybe mark in a lull, so I had no problem gybing. This left a short reach to the finish, where I was first. We sailed back to the launching area to find that it has stopped raining!

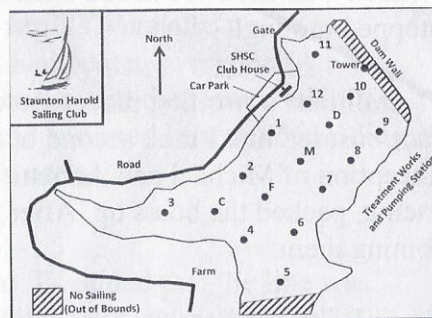
Overall Ben's two first places gave him the win, but my first in the last race ensured that I took second overall. We changed and, with the exception of Michael and Annette Walter who stayed on for a week's racing, packed the boats up. After such an enjoyable sail I wished I was joining them.

Chris Robinson
Comet 63 & 867

Mudford Comet Open									
Date	12 Aug								
Helm	Boat Number	Sail	Race 1	Race 2	Race 3	Total	Dis-card	Pts	Pos
Ben Palmer	597	S	1	1	2	4	2	2	1
Chris Robinson	867	S	2	2	1	5	2	3	2
Bob Dodds	869	S	3	3	3	9	3	6	3
Mike Ettershank	84	S	4	4	4	12	4	8	4
Tim Higgs	849	X	10	5	5	20	10	10	5
Annette Walter	323	S	5	6	6	17	6	11	6
Steve Gregory	57	S	10	11	7	28	11	17	7
Henry Jagers	800	X	11	11	10	32	11	21	8
Phil Walter	611	S	11	11	11	33	11	22	9

2018 Comet Class Association National Championships at Staunton Harold Sailing Club Saturday 25th – Monday 27th August 2018

The 2018 Comet Class Association National Championships started to take shape on the Friday evening as a couple of visitors dropped their boats off in the dinghy park and Izac Dodds set his tent up with the aid of a torch and tutorage of his Dad!



Day 1 saw the twenty nine competitors from seventeen different clubs assemble to find a fine day with a moderate North Westerly breeze. Bacon rolls and mugs of coffee were consumed while boats were rigged and sailors eyed the lie of the water in particular noting the low water level caused by the long, dry summer. In the car park Andy Simmons had set up a temporary workshop and was busy converting a mast to suit one of the new White Xtra sails which was being used straight out of the bag by Andrew Beaumont.

Race 1.

After the briefing by Race Officer, Howard Jones, the course for race 1 was set: start to mark 6 and then 2(P) 4(P) 7(P) 1(P) 6(S). The line was well set with a slight pin end bias.

Enthusiasm of the sailors to get a good lead led to many boats being over the start line at the hooter and the first of the day's general recalls. The second start was clear for most of the fleet and Nigel Austin took the first mark in the lead with Chris Robinson and John Blundell following. Lap 2



As the nights are drawing in, our thoughts must increasingly meander towards spring and summer and next year's sailing, so I am delighted to report that we have another exciting programme of open and national events lined up for your diaries. There is a total of 23 opens plus the usual Associations and National Championships. The provisional calendar has been posted on the Association Web page.

Our regular host clubs have all offered events, and in addition we are pleased to have been invited to hold a new northern open meeting in June. Carsington Sailing Club is located at Carsington Water on the edge of the Peak District National Park and less than 6 miles from the picturesque market towns of Ashbourne and Matlock. Here we will enjoy racing on the 9th largest reservoir in England.

The Associations will be held at Severn Sailing Club on 18th-19th May and the Nationals at Fishers Green on 26th-28th July. This is a bit earlier than usual for the Nationals, but we thought it might be more popular for some, than the Bank Holiday date. It can also be difficult for a club to host over the Bank Holiday, due to the heavy requirements for race teams, catering volunteers etc. This earlier date is also less likely to be affected by any weed issues – as Holyfield Lake is not a huge stretch of water.

We have managed to organise several other weekends through the season as 'paired' events, so travellers can make a weekend of it with two venues that are not too far apart. I believe it should be possible to arrange to camp at one of these venues, but it will be necessary to contact the club ahead of time if you wish to do this.

Finally, we are organising qualifying for regional trophies (Aphelions) in a similar way to 2018 – to qualify for a position for an Aphelion, our regional series, you require entry in a minimum of 4 of the open meetings designated for that region. Some venues will qualify for **both** of two Aphelions. You may compete in any or all regions. The 'double bubble' events have mainly been organised for weekends where there are no other opens – to encourage attendance from as wide an area as possible. *Your 4 best overall results* from a region

Date	Day(s)	Venue	Aphelion(s)	Contact Name	Contact E-mail	Contact Telephone
April 6th	Saturday	Fishers Green	East	Godfrey Clark	godfrey.clark@tiscali.co.uk	07713 871802
April 7th	Sunday	Up River	East	Michael Ettershank	michalettershank@yahoo.co.uk	01245 329797
April 13th	Saturday	Shearwater	South / West	Nic Cross	niejcross@icloud.com	01373 822258
April 27th	Saturday	Burghfield	South / West	Chris Robinson	robinsoncm69@gmail.com	01635 865733
April 28th	Sunday	Hunts	East	John Coppenhall	coppenhall@waitrose.com	01733 265789
May 18th And May 19th	Saturday and Sunday	Severn	Association Championships	Martin Carpenter	mac.carpenter@gmail.com	01255 813150
June 1st	Saturday	Winsford Flash	North	Jonathan Latham	jonathanlatham.wfsc@gmail.com	07786 697414
June 2nd	Sunday	Carsington	North	Keith Appleby	keith.appleby@carsingtonsc.co.uk	
June 9th	Sunday	Frensham	South	Steve Gregory	steveggregory33@yahoo.co.uk	07977215581
June 22nd	Saturday	Attenborough	North	Malcolm Davidson	malcolmdavidson@talktalk.net	01159 228613
June 29th	Saturday	Baltic Wharf	West	Ben Palmer	benpalmer597@googlemail.com	01179 571814
July 14th	Sunday	Hawley Lake	East / South	John Sturgeon	johnbsturgeon@hotmail.com	01252 623253
July 21st	Sunday	Cransley	North / East	Sarah Austin	austins.cottage@btinternet.com	07545 531331
July 26th to July 28th	Friday To Sunday	Fishers Green	National Championships	Godfrey Clark	godfrey.clark@tiscali.co.uk	07713 871802
Aug 17th	Saturday	Mudeford	South	Peter Reid	peterreid@reidsteel.co.uk	
September 1st	Sunday	Arden	North / West	Ralph Evans	ralphevans@btinternet.com	
September 7th	Saturday	Rickmansworth	East	Martin Smethers	martinsmethers@rscsailing.org	07860352279
September 8th	Sunday	Littleton	South	Julian Holen	julesholdengm@gmail.com	
September 14th	Saturday	Cotswold	West	Dee Weatherley	Sailing.secretary@cotswoldsailingclub.org	07810 141713
September 15th	Sunday	Merthyr Tydfil	West	Mark Govier	markgovier@gmail.com	02920 778459
September 21st	Saturday	Crawley	South	Andrew Keynes	Andrew.keynes@virginmedia.com	07890 792260
September 22nd	Sunday	Chipstead	East	Mark Wilkins	comet@chipstead.org.uk	07890 792260
October 5th	Saturday	Bristol and Avon	West	Mick Parnell	mickparnell7@hotmail.co.uk	07757 097255
October 12th	Saturday	Redesmere	North	Ian Durdoth	ian.duerdoth@btinternet.com	
October 19th	Saturday	Staunton Harold	North	Steve Boud	Stephen.boud@btinternet.com	0116 2394873

saw John Blundell perform an elegant pirouette and a not so elegant dunking. Chris Hatton took the lead in the last lap beating Nigel Austin into second place and Bob Dodds moved up to take third place.

Further down the fleet various battles for places took place, sometimes too enthusiastically resulting in a number of penalty turns. At the back of the fleet John Sturgeon, Andrew Beaumont, Mary Starkey and Dave Waymont swapped places on the beats but with Andrew eventually pulling away. Not only did he pull away but he caught and passed Helen Leivers and Nigel Fern only to come to some grief virtually on the line as the three of them battled to cross it. H.L. was a little miffed by A.B tacking on top of her but all three crossed the line virtually simultaneously.

John Coppenhall had his share of drama on the last beat of the last lap when, straining to eke every last knot of speed out of the boat, his mainsheet broke but improvised by sailing to the finish by holding onto the boom with his hand!

Race 2.

Rather than recalcitrant early starting sailors, it was the wind that was the problem for OOD Howard – moments before the starting hooter, the wind shifted to Northerly resulting in him having to try many of the reservoir marks to find the right course. Every time he parked the committee boat, the wind shifted again. However Howard held his nerve and wasn't going to be panicked into setting a bad course and after the Comets had played "chase the committee boat" for 20 minutes the wind settled enough for the course to be set. Start to mark 4 and then D(P) 12(P) 7(S) 1(P) 5(S)

This race saw very close racing at the front of the fleet with John Blundell, Chris Hatton and Eddie Pope all in the lead at some point and all three close at the finish. Winner was Chris Hatton with Eddie Pope second and John Blundell third.

Race 3.

The wind shifted back to North Westerly for race 3 and course set was start to mark 7 then 1(P) 6(S) 2(P) 4(P) 7(P) After the time delay of race 2 and then a general recall at the start of this race, Howard made sure of no

will be used to determine your position in that region.

To qualify for a position in our overall 2019 travellers' series, you will require entry in a minimum of 6 events. This must include entry into either (or both) of the National or Association Championships. i.e. you must enter either 4 opens and 2 championships, or 5 opens and 1 championship to qualify.

As the next Perihelion will not come our until after the beginning of the season, please consult the web page, to check for up-to-date information before travelling to events in 2019.

Looking forward to meeting as many of you as possible at events in 2019!

Steve Gregory
CCA Events Coordinator

n.b. Hunts and Baltic Wharf are currently **Provisional** so please check the website to check the actual date.

further delays on the second start by flying the black flag. Paul Williamson got a good start at the pin end. On the first lap much shouting could be heard at the downwind mark 6 as the second bunch



of leading sailors caught up with the first group who had slowed each other down by a heading match. Nigel Pepperdine had a good race, leading at one point and Paul Williamson, Bob Dodds and Nigel Austin fighting for places. Chris Hatton won with Nigel Pepperdine second and John Blundell in third.

Day 1 ended with a Commodore's reception in the bar prior to the evening meal and quiz. This gave the Comet sailors and Association committee an opportunity to speak with the SHSC Commodore, Elaine Penhaul.

The evening meal was Italian themed and wonderfully prepared and presented by Nigel and Di Pepperdine, Lol Hayward, Amy Forbes and the band of volunteers that Nigel P had persuaded to help.

This was followed by Nigel Fern's quiz with several rounds of tantalising questions. Winners were the Kenmuir-Hogg/Jaggers team.

Day 2 saw a complete change of weather with a strong Southerly wind with leaden skies, forecasts of rain and something of a swell on the water.



Race 4.

Course set was start to mark M and then 5(P) 6(P) 4(S) 12(S) 7(S) M(P) Bob Dodds was first to the windward mark with Chris Hatton second. On the downwind leg to mark 12 boats at the back of the fleet hugged the clubhouse shore and made up considerable ground on the group of sailors ahead leading to many shouts of water at the mark. Helen Leivers asked how many boats wanted water so she could position herself accordingly but the response was "lots of boats" Despite warning sailors around him in good time that he needed water, John Coppenhall (C532) was pushed onto the mark by the number of boats all vying for space.



The wind strength was causing problems for many sailors and Steve Bellamy was caught out with an unexpected jibe that resulted to a blow to the head and the rescue boat confirmed that he was bleeding so not surprisingly he retired to get some first aid. Meanwhile Chris Hatton overtook Bob Dodds to take the winners spot with Bob in second and Nigel Pepperdine in third.

Race 5.

A short break was announced after race 4 to give sailors a comfort break and Howard a chance to tweak the course. Start to mark M then 5(P) 6(P) F(S) 1(S) 10(P) 11(P) D(S) M(P) With the rain that had swept through in race 4 and soaked the fleet and with the wind strengthened for this race, a number of sailors decided to sit this one out so the reduced fleet of 22 boats lined up for the start of a race with plenty of incident.

Peter Mountford had an eventful race initially forgetting about mark 1, almost taking out Richard Barnett as he tried to recover and hitting the mark and various other boats and dutifully carrying out a handful on 720 turns as a result. More was to come as Nigel Austin's mainsheet caught and destroyed his wind vane. Paul Hinde had what he would only describe as "a port/starboard incident" resulting in either hitting a mark or other boats – his memory trying not to relive the trauma of it all.

Nigel Fern missed out mark M as he beat up to mark 5. Eventually Rhiaian Bevan told him when he was 50 yards passed the mark (*the author was waiting until he was at mark 5 before telling him*) [What Dave fails to mention is that even though well behind I caught and passed him before the last mark and almost got Rhiaian as well! –NF]

Chris Hatton was the winner with John Blundell second and Bob Dodds third.

Race 6.

The afternoon race was run prior to club racing which was going on – Howard Jones and team working double over time! The wind that had been forecast to peak at above 30 knots was not in evidence and even was perhaps a little less than the morning. Course set was start to M then 6(P) 1(S) 10(P) 11(P) D(S) M(P) John Blundell was first to the windward mark with Chris Hatton in second. In the mid fleet group Eddie Pope had tight racing with Nigel Austin, Izac Dodds and Peter Mountford.

On the broad reach between marks 1 and 10, Chris Hatton overtook John Blundell to leeward to become the eventual winner with John in second and Nigel Pepperdine in third.



A little further back Izac who was sailing fast throughout the day misjudged the line to the finish, tacked and hit Peter Mountford's boat. This allowed Nigel Austin ahead of the pair of them to get through and dropped Izac down by several places.

Following race 6 the AGM was held and there were serious concerns that it might not finish before the evening meal had been ruined. However stomachs ruled over sailing technicalities and all eventually emerged to be greeted with the BBQ meal being partly cooked on the BBQ and some in the kitchen oven and eaten in the clubhouse due to the cool evening. Thanks again to Nigel P, Di, Amy and Nigel F for another excellent meal.

Day 3 another wind direction for day 3 with a moderate Westerly breeze,

the third wind direction of the event (*or twenty third direction if you count the start of race 2's wind directions!*) with a slight swell on the water.

Race 7.

The course set was start to 8 then 4(P) 6(P) M(S) D(S) 8(S) John Blundell was ahead at the first mark, Bob Dodds was fighting Nigel Austin keenly as there was a promise of a fridge magnet if he got past him (a follow up from an AGM item) which Bob eventually did and Steve Bellamy, now recovered, was having a tacking battle with Bob on the last two beats. Steve got the better of Bob at mark 4 as Bob bore away on the swell hoping for a quick reach into the mark only to find that he had hit a spot with no wind. Steve got his best finish of the event with third place with Bob having lost a further place to fourth placed finisher Nigel Pepperdine. The race top spots were now the familiar duo of Chris Hatton and John Blundell.

Race 8.

To the dismay of some of the weary sailors, for the last race Howard Jones parked the committee boat by the dam wall and set a long beat. Course set was start to mark 9 then C(P) 4(P) 2(S) 7(P) M(S) D(S) Chris Hatton seemed to sail his own race here as he pulled away and the main battle was for second place between Bob Dodds, John Blundell, Eddie Pope, Paul Williamson and Nigel Pepperdine with John Blundell coming out on top.

Michael Ettershank chose the correct side of the course on the last beat to move up from fifth to take third place – his best finish of the event. Something of a wind shift towards the end of the race left the sailors lower down the order beating from mark 7 to make mark M which had been a close reach. Steve Bellamy compounded this by toppling over at M but still managed a respectable twelfth place. John Coppenhall whose first race was hindered by mechanical failure also suffered in this last race when his traveller snapped two beats from the finish. An interesting observation from the mid fleet was that Steve Gregory, Nigel Fern and Paul Hinde who swapped positions throughout the race and who all finished very close, were using the three different sail types – Standard, Xtra and White Xtra.

Prize giving was held in the clubhouse with Michael Ettershank announcing the results, Nigel Austin finding the appropriate prize and SHSC Vice Commodore Neill Clingan presenting the prizes.



Overall Champion, Chris Hatton gave a thank you speech to the club and the many volunteers who helped.

Association Chairman John Sturgeon followed with the Association thanks.

Dave Waymont

Crawley Mariners Comet Open Meeting

In recent years visitor numbers for our Comet Open meetings have been dwindling, so it was pleasing to be able to welcome five helms from other clubs this time. Under cloudy skies a total of thirteen helms set forth in a light but fairly steady breeze to contest the first of two morning races.

Race 1

Eddie Pope was the first to reach the windward mark and to claim a lead that he never subsequently relinquished, although closely pursued at this point by Simon Thompson and John Coppenhall. For the first two laps this group remained clear of the rest, but as the race went on Eddie went well ahead, while Bob Dodds moved into contention for the places and Simon fell back into the pack. Despite a strong final section Bob could not quite catch Eddie at the finish; they were followed home by John and then Jeff Smith.

Race 2

For the second race it was John's turn to take the early lead, followed by Mark Feltham, Izac Dodds and Simon. At the start of the second lap Bob and Eddie had found their way into this group. By the end of the lap the expected drizzle started to fall, and with it came a significant falling off of the wind strength, resulting in somewhat trying conditions. John had a clear lead at this point but was gradually overhauled first by Eddie and then by Mark. As they neared the finish Mark was poised to take what would have been an excellent second place but an unfortunate contact with the final mark meant he lost out to John and Bob who were following closely and able to capitalise.



Fortified by a warming lunch, the indomitable competitors set out for the first of two afternoon races in conditions that remained distinctly

unattractive. The wind was by this stage very light, to the extent that only a single lap could be sailed in the time available, while the drizzle became heavier and more persistent.

Race 3

Bob had an early lead but was later overtaken by Eddie, who went on to secure a hat-trick of first places. He was followed home by Bob, Izac, Simon and John, this group finishing well clear of the remainder of the fleet.

Race 4

For the final race the rain eased somewhat and a light breeze returned, allowing two laps of the course to be completed. On this occasion it was Bob who took an early lead and was able to hold it through until the finish to gain a consolation victory, with Eddie taking second place. Simon had been steadily improving his finishing positions over the course of the day and did so again to claim third place followed by Michael Ettershank.

The final placings and prizewinners for the event were:

- 1st Eddie Pope
- 2nd Bob Dodds
- 3rd John Coppenhall

In addition the prize for the best placed Crawley Mariners helm outside the top three went to Simon Thompson. The event also formed the final round of the Southern Aphelion. This was won by Bob Dodds, to whom Michael Ettershank presented the trophy at the end of what had been an enjoyable and successful day despite the less-than-ideal conditions.

CRAWLEY MARINERS YC - 22nd Sept

Boat No	Helm	Club	Races				Total	Pos
			1	2	3	4		
804	E Pope	OSC	1	1	1	2	3	1
869	B Dodds	CMYC	2	3	2	1	5	2
532	J Coppenhall	HuSC	3	2	5	8	10	3
809	S Thompson	CMYC	6	5	4	3	12	4
701	I Dodds	CMYC	7	6	3	5	14	5
31	J Smith	CMYC	4	11	6	6	16	6
84	M Ettershank	URSC	8	7	9	4	19	7
390	M Feltham	CMYC	5	4	DNS	DNS	23	8
867	C Robinson	BuSC	9	10	8	7	24	9
57	S Gregory	MSC	10	8	7	9	24	10
725	A Todd	CMYC	11	9	11	10	30	11
518	M Thompson	CMYC	12	12	10	DNS	34	12
37	C Whittle	CMYC	13	13	12	11	36	13

Merthyr Tydfil Sailing Club Comet Open

Virtually no wind greeted us as we arrived; but we've seen this before and the forecast was more promising. Seven visitors joined five local Comets at Pontsticill reservoir in the Brecon Beacons National Park. The forecast proved accurate; the drizzly front went through just after 11 am with the cloud base lifting occasionally to reveal the peak of Pen-y-Fan to the North. The wind, as forecast, seemed to have settled to the NNW. So, we set a conventional course with windward start, held the race briefing, and launched. Whilst the fleet was preparing the wind was still fluky but, you can only wait so long...



Race 1

At the time of the start there was wind across the majority of the course, however, the limitations of our inland location gave a huge port bias at the time of the zero with everyone crossing the line within a handful of seconds. The beat started gently with significant shifts, but the wind was still filling in as we reached the windward mark and returned on a near dead-run along the reciprocal course. As the fleet gybed around the outer mark towards the second gybe mark at the opposite side of the reservoir there was another lull and a little bunching, but not enough to upset the leaders. By the time they rounded the second downwind mark and hardened up, the fleet was stringing out. Several places changed downwind and there was a little remaining variability in the wind as the beat to pass back through the line began, but the wind had settled to come from the NNW and began increasing. Ben Palmer (Baltic Wharf) came through the line ahead on this first circuit, ahead of Chris Hatton (Bowmoor). But by the completion of the second lap, Chris had closed to within a handful of seconds of Ben. As the third lap concluded Chris had

got into clear wind ahead and was followed over the line by Ben and then Bob Dodds (Crawley Mariners).

We then returned to shore for a lunch break.

As the wind had settled into the NNW direction and filled in a little more, the course was altered slightly to add another reach at the bottom of the course and add a fetch back to the line.

Race 2

The fleet were away again in good order and no incidents. This time Chris Hatton completed the first lap just ahead of Ben Palmer. They were followed by Chris Robinson (Burghfield) and Bob Dodds who were close. The course was shortened at 2½ laps, at which point Chris Hatton was clear ahead of Ben Palmer, with Bob Dodds having just nudged ahead of Chris Robinson.

Race 3

The final race was started as the wind continued increasing slightly from the NNW so no further course changes were made. This time the line bias was reduced to the extent that the majority of the fleet chose starboard tack. Rather than taking advantage of the relatively long line and splitting. This time Chris Hatton completed the first lap well ahead of Bob Dodds with Ben Palmer just astern. At the end of the second lap Chris Hatton was still well ahead but Ben had got about ten seconds ahead of Bob. The final lap arrived with a few "extra power" gusts that caused a couple of capsizes in the middle and tail of the fleet, but no problem at the front: Chris made it a clean sweep of bullets followed by Ben and Bob.

Congratulations to Chris for a solid victory.

Thanks

Thanks go out to the organisers, caterers and safety boat crew and all who helped at the club on the day and before, even trolley dollies are appreciated on a congested slipway.

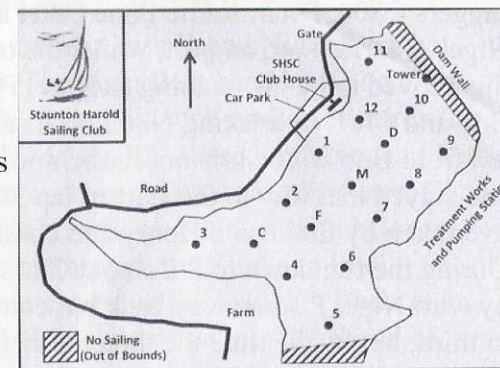
Comet Class Association Results Sheet

Event: Merthyr Tydfil
Date: 30-Sep-18 Aphelion: West

Helm	Boat Number	Sail	Club	Race #1	Race #2	Race #3	Pts	Final Pos
Chris Hatton	48	S	BoSC	1	1	1	2	1
Ben Palmer	597	S	BWSC	2	2	2	4	2
Bob Dodds	869	S	CMSC	3	3	3	6	3
Chris Robinson	867	S	BuSC	4	4	4	8	4
Peter Mountford	864	Xw	SHSC	5	5	6	10	5
Scott Waterland	412	S	TCSC	6	6	5	11	6
Henry Jagers	800	S	BeSC	7	8	7	14	7
Alun Bevan	420	S	MTSC	8	7	8	15	8
Mark Govier	460	S	MTSC	9	9	9	18	9
Andrew Brazier	165	S	MTSC	11	10	10	20	10
Andrew Phillips	694	S	MTSC	10	11	R	21	11

Staunton Harold SC Comet Open

Exactly 8 weeks after the National Championships 19 Comets reconvened at SHSC for the final Open of the season. The 15 visitors faced an even longer beach as the reservoir was now down to below 40% capacity with the old Calke Road and the foundations of old buildings clearly visible.



Fortunately the wind gods were in OOD Simon Forbes' favour with a Westerly / South Westerly wind blowing the length of the reservoir throughout the day.

Race 1

Course - Start boat to M. Then 4(P), 6(P), F(S), 8(P), 10(P), 9(S) Gate. SHSC's long distance member Peter Mountford C864 almost came to grief at the start as he was OCS in the last 5 seconds but was so close to the pin that a quick gybe soon had him back with the fleet. By the time the fleet reached the Windward mark it was Nigel Austin C875 leading from Nigel Pepperdine C616 closely followed by Bob Dodds C869. Nigel P managed to squeeze by Nigel A on the way to 6 and opened a good gap by the time he had arrived at F.



Peter Mountford sporting a White Xtra can't have been too happy as his old boat C780 with a Black Xtra now sailed by Richard Whitehouse was 3 places ahead! On the long run down 8 Nigel P fell back allowing Nigel A and Bob by with Chris Hatton C48 closing



rapidly. Further back there was a 5 way battle between Richard, Henry Jagers C800, Peter, Eddie Pope C804 and Scott Waterland C412. At 10 Nigel A carried on, on port, whilst the other three tacked onto starboard, this proved to be his undoing as Nigel P pulled out a big lead with both Bob and Chris overtaking Nigel A. At the start / finish line Nigel P just led from Bob with Chris not far behind. On the run to 8 the order reversed and stayed that way to the start of lap 3! Further back Nigel A was overtaken by Eddie and Henry and coming under pressure from Peter. During the run down to 8 Bob put Chris under pressure and eventually got by with Nigel P some way back but comfortably in third, but by the time the three of them had arrived at 10 they had closed up. Nigel P came up the Club House bank and managed to squeeze between Chris and Bob. Nigel P continued up the bank side and rounded 4 in the lead which comfortably held to the finish. Bob did all he could to catch and pass Chris with some very close sailing but couldn't quite manage it!



Race 2

Course - Start to 7. Then C(P), 6(P), 1 (S), 10(S), 9(S), Gate

A freshening breeze was evident as Race 2 beckoned which started with several boats getting caught to starboard of the Committee boat and severely losing out whilst Nigel P took a chance on a Port flyer and it paid off allowing him to open a lead from



Michael Ettershank C84, Bob and Chris Robinson C867. As the leaders approached C the lead was contested by Nigel P, Chris and Michael. At 6



Chris H had closed up on the leaders followed by Richard and Bob. By the time that leaders had rounded 9 Chris H had taken the lead. The 2nd lap started with Chris H in the lead followed by Nigel P, Michael, Bob and Chris. Throughout the lap Chris H continued to open the gap to Nigel P in 2nd.

Race 3

Course - Start to 7. Then C(P), 6(P), 2(S), D(S), 9(S), Gate
Race 3 would decide the final result with Chris H and Nigel P on 3 points each at the head of the field. The main fleet headed off on Starboard with Chris Blundell C563 trying his luck on Port towards the club house bank. As the race unfolded Nigel A moved into the lead with Chris H not far behind. Third place was being contested by Peter, Chris B, Richard, Eddie and Scott. Chris H overtook Nigel A with Michael and Nigel P slowly fighting their way through the field and into contention. However it soon became clear that the lead that Chris H had built would not be closed leaving Michael to move into 2nd ahead of Nigel A and Nigel P.

Nigel Fern

C845 (absent due to back strain!)

Apologies for the lack of detail and images in the latter stages of Race 2 and all of Race 3 as I unexpectedly ran out of camera battery and my phone camera could not cope with the distance!

SHSC Comet Open									
Rank	SailNo	HelmName	Club	Sail	R1	R2	R3	Total	Nett
1st	48	Chris Hatton	SSC	S	-2	1	1	4	2
2nd	616	Nigel Pepperdine	SHSC	S	1	2	-4	7	3
3rd	84	Michael Ettershank	URSC	S	-12	4	2	18	6
4th	869	Bob Dodds	CMYC	S	3	5	-9	17	8
5th	875	Nigel Austin	CrSC	S	7	-12	3	22	10
6th	804	Eddie Pope	OSC	S	5	-7	5	17	10
7th	864	Peter Mountford	SHSC	Xw	6	-8	6	20	12
8th	867	Chris Robinson	BuSC	S	-11	3	10	24	13
9th	780	Richard Whitehouse	CoSC	Xb	-14	6	8	28	14
10th	311	Stephen Bellamy	WFSC	S	9	-10	7	26	16
11th	800	Henry Jaggers	BeSC	S	4	-16	14	34	18
12th	412	Scott Waterland	TSC	S	8	-17	12	37	20
13th	563	Chris Blundell	SHSC	Xb	-17	9	11	37	20
14th	556	Andrew Beaumont	AtSC	Xw	10	-14	13	37	23
15th	532	John Coppenhall	HSC	S	13	13	-15	41	26
16th	396	Richard Barnett	SHSC	S	-19	11	16	46	27
17th	400	John Sturgeon	HLSTC	Xw	15	15	(DNC)	50	30
18th	740	Steve Boud	SHSC	S	16	-18	17	51	33
19th	527	David Waymont	SHSC	S	18	-19	18	55	36

Endeavour Trophy 2018

Friday 12th October - Training Day

On Friday, we set out for Essex at 8am. En route, we would pick up the 200 from Bowmoor. With a clear run on the M25, we arrived at Royal Corinthian at 2pm. My crew, Charlie Sansom, would arrive at Royal Corinthian at 8am on Race Day.

Around 20 boats went out on Friday, with wind speeds around 25kts, all but two boats tested the water temperature. My dad and I rigged the boat ready for Charlie to race tweak the next day.

Saturday 13th October - Race Day 1

Race 1 - F4/5

Race 1 got off to a poor start. I was late to the line by about a boat length which meant I got rolled on either side. Charlie demanded we would tack off onto port and when he discovered my incapability of sailing overpowered, he took over the mainsheet and told me to steer in a straight line and hike hard... except, they weren't his exact words :).



Despite this, with the boat flat and some good tactics, we made it to the windward mark in the teens, out of 30 boats. By the first gybe however, I may or may not have been swimming. We weren't the only ones however, and therefore by the leeward mark we were around 20th.

Going upwind, we were working well on our system of Charlie having the mainsheet. However, the first tack after the mark, I gave Charlie back the mainsheet, and there was a big bang and our Mainsail fell down :(The main halyard had snapped. We got the sail straight down, and went to a rib to capsize the boat. It was my job to go into the water and feed the sail up the mast, whilst Charlie pulled it up the mast on the rib. I then tried to reattach the boom, but with the outhaul on and the mainsail lashed onto the mast at the top, it seemed unlikely, and therefore I had to un-do the outhaul. I managed to get the boom back on, but trying to get the outhaul back on the sail was nightmare in chop and Charlie had to come into the water to help. We were soon all mended, but those 30 minutes in the water really took a toll on my energy levels. And physically, bobbing around in the water, I had taken a chunk out of both knees and smacked by lower back, both of which still hurt now, 5 days later.

As a side note, sat bobbing in the waves is very scary when you have boats absolutely howling towards you on their downwind legs with rooster tails making the boats look 3x as wide as they are :)

Race 2 - F6

After R1 being a disaster, we focussed on doing better in this race. We had a decent start, and once again found ourselves in the teens at the windward mark. We had some drama on the spreader mark as we went for a gybe to find the RS400 crew had shoved their boat in that gap and didn't intend on gybing. Apart from that, with the wind around 25kts at this point (according to the plush sailing yacht dad was able to spend the day on, however I would claim it was more like Hurricane Michael's winds). I know, Charlie enjoyed seeing Nick Craig put a hole in Steve Cockerill's boat however it did look expensive. We capsized a lot in this race, but despite this, we were still in around 20th... until we got timed out due to Ben Saxton showing everyone why he gets paid to sail. There went both our discards.

Race 3 - F5

Convinced I wasn't going to get swallowed of the line and with a flooding tide and an angry crew, I well and truly got on the line this time. Unfortunately, I was right under the committee boat with a jib that had "Comet" written on it. I told Charlie to pull our bowsprit in :(

However, we carried on and no one told us we were OCS. We sailed unbelievably, and we crossed the line in 17th place, just to be told we were over the line so I was disappointed there. However, it did help us avoid a big argument with the jury.

Rounding the final leeward mark, the jury boat was watching and claimed that the back corner of our boat hit the mark. However, as the jury boat was to leeward of us, we had our boat between them and the buoy and therefore, they would have never seen it. Above that, realistically, how would the transom of the boat ever hit it, when both Charlie and I were fully hiking and didn't come close to it. And to top that off, I was watching the transom of the boat as we rounded anyway and definitely didn't hit it. So in a way, I was happy we were OCS as there's little chance we'd convince the race committee that the jury boat was lying.

Unfortunately, we couldn't discard this race now. So instead of a potential: 25ish, 20, 17... we had: 31,31,31

Race 4 - F5/6

This race was fairly uneventful and I can't remember much of it as I was very tired by this point. I believe we finished 23rd and that was fair enough after a few capsizes.

On the way back to the club though, Charlie helmed and informed me I'd be flying the spinnaker on a tight broad reach, in 25kts. I say he was crazy but he was sat there with a huge grin on his face as we are bouncing off waves, and basically throwing me out the boat on every wave. Definitely the fastest I've ever been in a boat, potentially more than in the Aero at the World's this year.

Sunday 14th October - Race Day 2

Race 5 - (Enough to get both of us on the side)

This race was eventful. I had the worst start known to man and got swallowed off the line. We sailed right into the strongest tide and grounded up the beat. However, with all the boats banging right, they all

stuffed each other on the starboard layline, so Charlie demanded a port



layline bomb. Executed perfectly, if I do say myself, we were in the high teens, a great recovery. We lost a few positions downwind, but that wasn't a bad thing when we saw the carnage unfold in front of us at the leeward mark. As everyone collected themselves together, we nipped inside them as they all got drifted from the mark and we set about going upwind.

With a nice lift on port and taking the port layline again, we rounded the final windward mark in an amazing 7th place. Sailing downwind and I needed some reversing lights. Somehow dropping right down into the 20's again. I managed to salvage it back to 16th but disappointing nonetheless. Especially as our closes rivals (I.e. all the other youth teams) all managed single figures.

Race 6 - F3

I got a half decent start and the first lap went okay, although we were only in the late teens. We chose a different tactic on the second lap and banged

the right corner, we tacked some 400m from the windward mark but underlaid by just a boat length. This is where Charlie and I really found our differences. My very cautious sailing style of avoiding trouble is the fastest way to sail, doesn't match up with Charlie's style of take out other boats and you'll gain positions.

Therefore, when I wanted to tack out early to avoid trouble, Charlie laughed at me and told me to keep going. There were 4 boats coming in on port, one dipped and the other three on collision course. The first boat dipped and tacked onto starboard. I didn't realise we were making the other three tack before tacking ourselves, so I threw in a crash tack as I panicked and thought we were on the layline. This surprise tack caught Charlie off guard and the boat that had dipped us was now on starboard on collision course. We avoided contact but had to take a penalty dropping us all the way into last. I recovered to 26th but again disappointing considering that was another 8 places lost needlessly.

Race 7 - F3

With a flooding tide, people were now pushing the corner to try and cut the distance as much as possible. Unfortunately, my tactician decided the right hand side was faster and it appeared we were the most daring boat every lap, and every lap we ran aground and parked. Apart from that, we had a good fight off the line, apart from people trying to call starboard on boats who were already on the bottom? As we got some distance between us and the shore, sailing on port, boats started crossing us on starboard, miscommunication between Charlie and I resulted in another 720. As the helm, I struggle to see oncoming boats through the jib where as the crew can see round the front. Initially, it looked like we could cross, but later appeared we couldn't and it was too late.

That put us at the back but soon recovered back into the teens, until the next leeward mark when I accidentally speared the scorpion helm with my

bowsprit by dropping the stick but some banter got us out of some turns there. With Charlie shouting "Sorry for my (insert any word you like) incompetent helm" and they laughed and we carried on. I put us in irons anyway so we hardly gained from the incident.

We ended up 24th and again, felt like we should have done better but two sets of 720's in a fleet like that is very costly.

Race 8 - ///

Luckily hanging around above the line when they abandoned the last race meant that we were one of the first boats back home. I think Charlie was very thankful after a very stressful day having to put up with many of my stupid errors but at the end of the day, we never took any abuse personally which is the main thing.

Conclusion

To conclude, I am very grateful to have had the opportunity to go back to the Endeavour and it was a very memorable event again.

I would like to thank Charlie for crewing for me. And thank you to Dave Lynall for the boat for the weekend, I looked after it and I've spent a few hours getting all the mud out of the mast for you ;) I would also like to thank Comet for the support and my family of course for all their efforts.

Of course I would have loved to have done better. But if we take all of our potential results, we would have ended up 19th overall, just in front of the Byte and RS 600, and in reality, on both days, those were the main two boats that we felt we were actually racing so it's weird how we ended up so far apart in the results.

Chris Hatton

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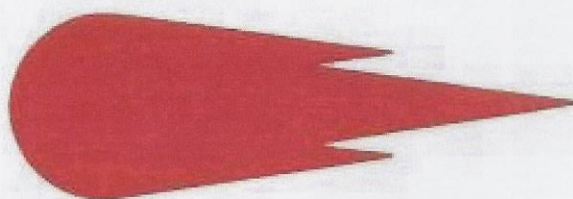
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(I have roughly split the sailing calendar into 3)

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